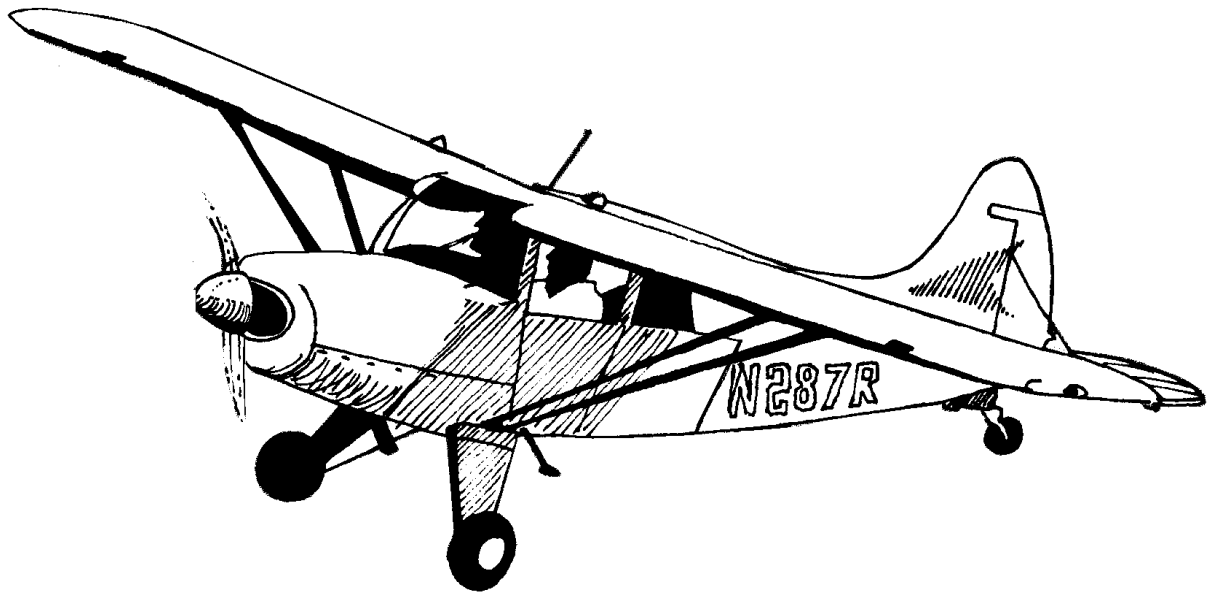


The Taledragger



March 2008
The Monthly Newsletter of
Chapter 292 of the Experimental Aircraft Association
Serving the Willamette Valley at Independence State Airport, Oregon

The President's Corner

Well, the bulbs are stirring...not the bulbs on my instrument panel, but the ones in the ground. That can only mean one thing: flying weather! I know you're as anxious as I am to get up in the air and knock the dust off those wings. I finally got my RV-7A back to ready status after a surprise bit of maintenance on the prop, a condition inspection, and some re-working of the baffling on the engine to fit a (Henry Bartle-produced) carbon fiber plenum. I'm happy to say all of that is finished and my bird has re-transitioned from project to airplane once again.

Speaking of projects and airplanes, I notice Brian Dalton making great progress on the wings of that Travelair. If you haven't seen this project taking shape, you need to stop by the hangar as Brian is working there most of the time. His workmanship is impeccable, and it is truly inspirational to see this wonderful bird with such a long history finally begin the journey back to the skies. Brian owns the sister of this ship, a beautiful flying example of a Travelair. These birds have been together all their life and were both originally owned by Wilbur May of May Company Store fame. Stay tuned on this one. It will be worth your time.

Andy Duncan is leading the effort to put on a ragwing/biplane fly-in at Independence. Read about that effort in this newsletter. We'll once again want all of you as members to participate in this friendship event that will bring a kinder, gentler set of airplanes to Independence. Call Andy and volunteer!

The chapter is moving ahead with the exploration of purchasing a computer-based flight training device and a committee is in place to work out the details on that. A telephone poll of the membership revealed 73 members supported this endeavor, and 5 did not. That sounds like a resounding vote to move ahead, so the committee was charged with working out the details of how such a program would work. No funds will be spent, of course, without a complete presentation of the final plan and subsequent member approval.

A proposal was submitted by member Dave Martin for the chapter to participate in the construction of RV-12 kit #2 (kit #1 is said to be destined for EAA headquarters at Oshkosh). The original proposal, to initially split the cost of the plane, has been changed. The Martins will now entirely finance the project, and a group of 10 members have expressed interest in being involved on this exciting project. Once again, Chapter 292 is active on many fronts and trying to appeal to a broad spectrum of aviation interests.

We had the Bob Ross Celebration of Life in the chapter hangar on February 23. It was inspirational and well attended. Bob would have been proud to be there and I'm sure was weighing in on one thing or another that very day.

The chapter acquired a large quantity of tools and equipment from Bob's wife, Kayla. We would like to move that equipment to the EAA hangar at the March 8 regular meeting, as well as move all the equipment aside that we plan to either sell or give away. It will be a work day, and a great day to meet members of the chapter. Be sure and come. We'll eat afterward!

See ya there,
Bob Brown

CALENDAR OF EVENTS

SUNDAYS	THE INDEPENDENCE FLYER BUILDERS GROUP	CHAPTER HANGAR, AROUND NOON
FRIDAY, MARCH 7, 2008	BOARD OF DIRECTORS MEETING	CHAPTER HANGAR, 7 P.M.
SATURDAY, MARCH 8, 2008	MONTHLY MEETING	CHAPTER HANGAR, 10 A.M.

EAA Chapter 292 Purposes –Policies—Meetings—Dues

THE PURPOSE OF THE EXPERIMENTAL AIRCRAFT ASSOCIATION (EAA) CHAPTER 292: To promote and encourage the sport and hobby of recreational aviation. To cooperate with and assist governmental agencies in the development of programs relating to aviation activities. To promote and encourage aviation safety in the design, construction, and operation of all types of aircraft. To encourage and engage in research for the improvement and better understanding of aviation and the science of aeronautics. To foster, promote, and engage in aviation education. To foster closer fellowship among its members through the exchange of ideas of mutual interest. Chapter 292 is a private, non-profit organization, and recognized as a 501 © (3) institution by the IRS. Contributions to the organization are fully tax-deductible as authorized by law.

CHAPTER 292 AND EAA NATIONAL MEMBERSHIP DUES: EAA National Membership is required for all Chapter 292 members (call 1-800-JOIN EAA). Chapter 292 dues are \$36/year for 2007 for those who receive an e-mail version of this publication and are prorated on a \$3/month basis for those who join mid-year; and dues are \$48/year for 2007 for those who receive a snail mail version of this publication and are prorated on a \$4/month basis for those who join mid-year. A Lifetime Membership in EAA Chapter 292 is \$500 (national membership must be maintained as well). For more information both on National and Chapter 292 memberships, please call the Chapter Secretary.

MEETINGS: The general membership meetings are held on the second Saturday of each month at 10 A.M. at the Chapter Hangar, 4803 Airport Road, at Independence State Airport. Oftentimes special events will supersede the normal schedule. Please call the Chapter Secretary to confirm a date if in doubt.

BOARD OF DIRECTORS & OFFICERS: The executive board meets at the Chapter Hangar on the second Friday of each month at 7 P.M. Board meetings are open and anyone may attend.

NEWSLETTER: *The Taledragger* is published and mailed one week prior to the general membership meeting. Feature articles, stories relating to flying, technical reports, or classified listings should be made to the newsletter editor one week prior to publication. This is most easily accomplished by e-mail to the editor at windwing1@juno.com. EAA Chapter 292 is not responsible for any modification or maintenance items that appear in the newsletter or in any other correspondence. It is the responsibility of the reader to discuss and get approval for all such items from an appropriate A&P, the FAA or other government official.

2008 Chapter Officers & Technical Staff

PRESIDENT:	Bob Brown	bkbrown @ minetfiber.com	(503) 838-4146
VICE-PRESIDENT:	Al Cleveland	amcleveland @ minetfiber.com	(503) 910-7786
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TECHNICAL COUNSELOR (RV SPECIALIST):	Bill Wallace	sgwjw @ minetfiber.com	(503) 838-4945
TECHNICAL COUNSELOR (FIBERGLASS & PAINTING):	Henry Bartle	bartle4 @ msn.com	(503) 838-4009
TECHNICAL COUNSELOR (SHEETMETAL):	Al Cleveland	amcleveland @ minetfiber.com	(503) 910-7786
FLIGHT ADVISOR	Dave Martin	windwing1 @ juno.com	(503)838-2131
FLIGHT ADVISOR & TECHNICAL COUNSELOR	Chris Shulte	chris . schulte @ garmin.com	(503)606-9246
YOUNG EAGLES COORDINATOR:	Kathhy Cheval	kiaorana @ wvi.com	(503) 838-987

Here Comes *Fly-in Season* at Independence State!

Expecting to build on the success of last summer's RV fly-in sponsored by Chapter 292 and Van's Aircraft, Chapter 292's board has approved the concept of a **Northwest Biplane and Ragwing Fly-In** suggested by new Starduster owner and chapter member Andy Duncan. The event is on our schedule for July 19 and 20. Andy expects the best chance of good flying weather on these dates.

Early plans call for a Pig n' Keg banquet, buddy rides, EAA hangar Open House with coffee and soft drinks, free overnight (home-stay) accommodations for visitors at the Independence Airpark; and free on-call transportation to and from downtown Independence for

visiting antique shops, Riverside Park, restaurants and cafes.

Also in the plan are visits to builders' hangars on the airpark (mostly RVs), and the already formed committee has more in mind: possibly hot air balloons and antique cars, for example. A first organizational meeting has been held, and a first draft of a flyer has been written.

For more information and to offer help, call Andy at 838-9870.

Board of Directors Meeting – 02-08-08 MINUTES

Board Members Present:

<input type="checkbox"/>	Bob Brown – Pres.	<input checked="" type="checkbox"/>	Al Cleveland – V. P.	<input checked="" type="checkbox"/>	Tom Turnbull – Sec	<input checked="" type="checkbox"/>	Gary McCormick – Treas.
<input type="checkbox"/>	Jerry Pryce - MAL	<input checked="" type="checkbox"/>	Jim Hubele - MAL	<input checked="" type="checkbox"/>	Karen Brown - Web	<input checked="" type="checkbox"/>	Dave Martin – NL Editor
<input checked="" type="checkbox"/>	Dave Smith – HMgr	<input checked="" type="checkbox"/>	Kathy Cheval - YEC	<input type="checkbox"/>		<input type="checkbox"/>	

Members and Guests Present:

<input checked="" type="checkbox"/>	Doug Davis	<input checked="" type="checkbox"/>	Chuck West	<input checked="" type="checkbox"/>	Dick Wildman	<input checked="" type="checkbox"/>	Bob Schwarzler
<input checked="" type="checkbox"/>	Andy Anderson	<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>	

Approval of minutes

Minutes from January meeting submitted for approval.

MOTION: Dave Martin – Approve January minutes as submitted. Second by Gary McCormick. Motion passed.

Secretary’s Report – Tom Turnbull

Membership - Currently 77 paid members; 37 past members unpaid. Call sheets were distributed to the following board members for follow-up: Bob Brown, Al Cleveland, Tom Turnbull, Gary McCormick, Jerry Pryce, and Jim Hubele.

Insurance Certificate – Requested an updated insurance certificate for ODA from EAA National.

Treasurer’s Report – Gary McCormick

Total Funds: \$45,500.

Young Eagles Report – Kathy Cheval

Kathy suggested 7th or 14th of June for the next Young Eagles day. General consensus for the 14th as it is our normal meeting date and the annual garage sale is on the 7th. Evergreen Aviation Museum requested our support for their week long youth camp in McMinnville on July 14th. Kathy will gather more information and it was suggested we just seek volunteer pilots to support the activity. Follow-up at the March meeting.

Hangar Manager’s Report

Dave Smith reported the ID project still in progress and will complete in conjunction with the additional tools from the Bob Ross acquisition.

The brake has not been ordered, and Dave wants to see the proposed item. Henry Bartle has located a new 16 gauge unit for \$1500 delivered. Dave will contact the vendor and follow-up.

Old Business

Flight Training Device

Henry Bartle has contacted chapter members to determine interest per the suggestion of Bob Brown. Henry contacted 81 members with 76 yes and 5 negative responses to the idea of the purchase. Al Cleveland, Tom Turnbull, Dick Wildman, and Chuck West volunteered for a committee to move forward. Friday February 15 at 7 p.m. is the first meeting of the committee. Sara Dickson has made a 60-day commitment to a price of \$25,000. **MOTION:** Karen Brown - Board to update the membership on the progress and planning of the simulator purchase. Second by Dave Martin. Motion passed.

MOTION: Gary McCormick - Limit the Flight Training Committee to seven members. Second by Karen Brown. These will be the voting members. Motion passed.

Van’s Homecoming/RV Fly-in

McMinnville Northwest Antique Fly-in is scheduled for August 15-17, 2008.

Mower Sale – The mower has not yet been listed on Craig’s list yet. Kathy Cheval volunteered Andy Duncan to handle the listing and Bob Schwarzler will serve as the contact for interested parties.

Ron Gilbertson Donation – Dick Wildman has contacted Ron to inquire about the registration for the gift aircraft. He has indicated he will get back to us on the registration. Dick Wildman requested he be removed from the project. Al Cleveland volunteered to follow up on the requirements to facilitate Ron’s gift.

Hangar Lease – After approval of his insurance coverage, Bob Esch has paid six months rent, signed the lease and moved into the north hangar.

New Business

RV-12 Proposal – Dave Martin reviewed his proposal to acquire the #2 RV-12 kit from Vans. The board is favorable to the proposed project. Dave was tasked with compiling the details required for project approval. **MOTION:** Tom Turnbull – present the proposed project to the membership to gauge interest in project participation. Second by Kathy Cheval. Motion passed.

Bob Ross Tools - MOTION: Tom Turnbull - Recommend the purchase of Bob Ross’s tools for \$6000. Second by Dave Martin. Motion passed unanimously.

Rag-Wing Fly-in - Andy Duncan is requesting board approval to support a Rag-Wing Fly-in with a suggested date of Friday, May 30 through June 1. **MOTION:** Karen Brown - Board approval of the proposed fly-in on the date specified. Second by Tom Turnbull. Motion passed unanimously.

Memorial Day Activities - Andy Anderson requested the use of the facilities for the Memorial Day activities; including the use of tables and chairs for the lunch. **MOTION:** Dave Smith - provide the facilities and equipment as requested. econd by Dave Martin. Passed unanimously

Oregon Flying Farmers - Sponsoring the AP Day, on April 19th. The FAA will be conducting training and CFIs will be conducting the flight portions. **MOTION:** Jim Hubele – EAA to provide the hangar for use by the FF Seminar on the date specified. Second by Kathy Cheval. Passed unanimously.

Bob Ross Memorial – will be held on Feb. 23rd beginning at 2:00 p.m. **MOTION:** Kathy Cheval - approve the use of the facilities for this memorial. Second by Dave Smith. Passed unanimously.

Chapter Meeting – 02-09-08 MINUTES

Secretary, Treasurer, Hangar Manager and Young Eagles Report

Reported as noted in BOD meeting notes above.

Member Profile Drawing

Mike Billiar was drawn for the next member profile in the *Taledragger*.

Old Business

Mower Sale – The mower has not yet been listed on Craig’s list yet. Kathy Cheval volunteered Andy Duncan to handle the listing and Bob Schwarzler will serve as the contact for interested parties.

Flight Training Device - Al Cleveland, Tom Turnbull, Dick Wildman, and Chuck West volunteered for a committee to move forward on this project. Friday February 15 at 7 p.m. is the first meeting of the committee. The committee will be limited to seven voting members. All interested parties are asked to attend the meeting where volunteers for the remaining committee positions will be identified.

New Business

RV-12 Project Proposal – Jim Hubele, in Dave Martin’s behalf, presented the RV12 #2 kit project proposal. Estimated cost of approximately \$50,000. Dave proposes to provide \$30,000 and the Chapter to provide the balance initially. He is looking for volunteers to be part of the project team and an RV experienced co-project manager. General discussion highlighted several questions i.e. ESLA or SLA? Who can hold the builders license? Disposition of plane if Dave chooses not to purchase? Payback terms to the chapter and/or Dave Martin?

MOTION: Bob Schwarzler – The membership expresses their interest in the project pending the board’s final approval of Dave Martin’s business plan and team commitment. Chapter expenditures not to exceed \$25,000. Second by Mike Billiar.

MOTION AMENDMENT: Chris Schulte - Chapter not address the question of funds at this time until the board has approved the project.

MOTION RECALL: Bob Schwarzler – recalled his motion.

MOTION: Andy Duncan – Membership, in principal, expresses their interest in this project; with no approval of funds at this time. Second Tom Turnbull. Motion approved.

Oregon Flying Farmers - Sponsoring the AP Day, on April 19 -seminar at 2 p.m. The FAA will be conducting training and CFIs will be conducting the flight portions. The Board approved the use our facility; approximately 30-40 people April 19 8 a.m. –5 p.m.

Bob Ross Tools – Bob Ross had indicated his wish to offer the EAA first right of refusal to his tools. Henry Bartle organized and inventoried the tools. Al Cleveland has a list of the items; there are some the EAA may not be interested in. It was suggested we take all the tools at a cost of \$6000, sort through everything the chapter wishes to keep and then auction off the balance of the tools. The chapter could provide a letter for the donation to Kayla at a rate of approximately \$9000. **MOTION**: Andy Duncan –Approve the tool purchase at a cost not to exceed \$6000. Second by Bob Schwarzler. Motion passed.

Ragwing Fly-In – Andy Duncan volunteered to coordinate a ragwing/bi-plane fly-in on May 30 - June 1. Plans to advertise across the Northwest. Possibly to include lunch on Saturday, small group sessions, no-host dinner, overnight accommodations on the airpark. Anticipate 10-20 planes – small scale. Andy distributed a sign-up sheet for interested chapter members. **MOTION**: Karen Brown – Approval of the ragwing/biplane fly-in as EAA event. Second Jerry Medlock. Motion passed.

Memorial Day Committee – Monday February 11 planning meeting in Gables’ hangar.

Bob Ross Memorial – will be held on Feb. 23 beginning at 2 p.m. in the EAA chapter building.

Eagle Engines - Bob Honig has indicated they are behind in production. They may possibly join the chapter for the March or May meeting.

Meeting adjourned.

Meet Mike Billiar

“Mike, what’s the most interesting thing you did in air airplane?” I asked.

Mike’s Member Profile interview was shortly before he and Henry Bartle flew Henry’s Lancair IV-P to California, so Mike’s answer now might be different. (On short final into French Valley Airport near Murietta, California, with three passengers [Mike wasn’t aboard], the engine abruptly quit, and Henry put the plane into a rough area without serious injury to anyone. Henry is planning to truck the IV-P back to Independence and rebuild it.)

During the interview, Mike listed a particular flight in a USAF T-33 jet as most interesting. Mike was a T-33 instructor at Laredo, Texas, and he and another pilot manned the T-Bird for cross-country time from Laredo to Tinker AFB, where they had lunch and prepared to fly back to Laredo. On this return leg, Mike was in the front seat. While at about 27,000 feet, Center called saying that Laredo had gone below weather minimums. Del Rio, the alternate, was also below minimums. Next choice was Randolph AFB at San Antonio, but that also was below minimums. “The pucker factor began,” Mike says. Back to Tinker? Nope. Below minimums, Center said. Bergstrom AFB was above minimums but had a thunderstorm moving in and recommended using “Buster” (full power) to get there fast.

“We reported high cone at 20,000, did our procedure turn, and it was raining like crazy. We came across low cone, were picked up by GCA, and I couldn’t see anything,” Mike says. “At one-half mile and one-quarter mile he still couldn’t see anything.” As GCA announced the end of the runway, Mike saw it, pulled the power back, rounded out and landed. “We probably had 100 feet of forward visibility,” Mike admits. Yep. That’s a flight you would remember.

Originally from Minnesota, Mike moved west with his family, eventually chose the University of Portland because of its Air Force ROTC program, and ROTC had a flying program for seniors. He soloed in an Aeronca at Troutdale and transitioned to a Cessna 140. After graduation and commissioning, he reported to Lackland AFB and then to Bartow, where he was in the first all-jet class. Beginning in the T-34, the class transitioned after 30 hours to the T-37 for 100 hours of initial jet time. Moving to Laredo, he added 100 hours of T-33 jet time and graduated. For Mike, the assignment was back to Laredo as an instructor pilot for more than 2 years.

At the start of the Vietnam War, Mike checked out in a C-123 Provider, a twin-engine prop cargo plane. “It was kind of like a Mack truck,” Mike remembers. After flying out of Da Nang, South Vietnam, for a year, he came home.

By the time Mike resigned from the Air Force, he had a family living in the Pacific Northwest, and he thought he would fly for the airlines. But the job offers required moving to the Midwest or the East Coast. So instead of flying, Mike worked with his father on the Portland waterfront, first as a longshoreman but mostly as a supercargo supervisor. He retired in 1998.

During a mid ‘90s trip to visit a brother-in-law in Texas, Mike was introduced to an RV-6 and its builder. “It handled like a jet,” Mike remembers. He was favorably impressed, and he discovered the Van’s plant (then in North Plains) was 10 miles from his home. He and Patsy checked out

the kit works, and both got a demo flight. Not long after that, the Billiards had themselves an RV-6A kit. “It was a steep curve,” Mike says. “I had never built models or anything, but I got building videos, which were a godsend.” Mike started building in 1997 in his hangar, and there was an interruption of about a year and a half while his house at Independence was being built. He hung his finished wings from wide straps on the ceiling while he worked on the fuselage. By the time the Billiards moved to Independence in ‘01, Mike had the gear on and the engine mounted. “Many people here helped me. Al Upright and Bill Wallace and Jake Theissen helped, along with others. It really made a difference,” Mike says. He invested in some lessons and a flight review in an RV-6A with Mike Seager when he returned to flying. Mike Robinson flew



the new RV-6A on July 4, 2004.

The same day, Mike Billiar had to abort his first takeoff run in his own airplane because rapid acceleration pulled his headset off his head to behind his seat. Deciding to not jam the throttle so quickly on the second takeoff attempt, he made a much more comfortable second takeoff run.

Mike’s RV-6A has an O-360 engine with aftermarket fuel injection, Laser ignition and a constant-speed prop. He really likes the setup and has about 250 hours on the plane. So far, he’s not flown on a long cross-country but would like to.

Mike was a member of EAA Chapter 105 for more than four years and recently joined Chapter 292. (In fact, he won the “door prize” [this interview] at his first meeting as a member.) The one time he was at the Oshkosh convention, he wasn’t yet interested in homebuilt aviation. Now, he says, there would be lots of interest.

Mike and Patsy have two adult children and two grandsons...and soon a granddaughter, a little girl being adopted from China. —*Dave Martin*

CLASSIFIED ADS



SUBARU ENGINE: EA-81, \$300 OBO. Call Zell Giles at (503) 763-7120.

RV-6/6A EMPENNAGE KIT, Aug. 1995 vintage (S/N 24439), not prepunched. HS Spars & ribs fitted, no holes in skins, no riveting done. Needspare/repair parts? Asking \$600.00. Call Kevin at (503) 364-3236

LYCOMING ENGINES & PARTS: Harry Malette (800) 831-6513

RV-9A EMPENNAGE KIT, Dec. 1999 vintage (S/N 90026), pre-punched. HS spars & ribs fitted, skins & ribs dimpled, spar holes countersunk. No riveting done. Asking \$1000.00. Call Kevin at (503) 364-3236

EMERGENCY LOCATOR TRANSMITTER-Ameri-King AK-450, complete as originally sold. Battery expiration March 2009. \$150. Van's IE VTACH3500 2.25" Tach gauge with IE VTACHGEN2 transducer \$60. Jim Ashford, (503) 508-283

A-65 CONTINENTAL rebuilt, 1/2 hour run time, runs great, 010 under crank, tapered shaft, new hub, has oil sump, carb, mags and has original-log. \$5000 obo. Rick Tjulander (503) 999-4922

Free WIFI - nutsch.com, LLC - 503.428.7209

FLIGHTSTAR II SC / HKS: Registered E-LSA, N432PM. TT: 160. Great flyer, burns 2.5 gph! \$24,000. Call Mike Pongracz at (503) 606-9767

ZENVAIR (ZENITH 601 XL / 100 HP CORVAIR): Some assembly required. \$22,000. Call Mike Pongracz at (503) 606-9767

THIS MONTH'S MEETING
Saturday, March 8
Chapter Hangar, 10 a.m.
Tool-Moving Day
Lunch afterward

Willamette Valley Chapter 292
Experimental Aircraft Association
4803 Airport Road
Independence, OR 97351